Master, Ticket Inspectors and allied posts alter completing the works; and

(b) if so, the reasons to demote the staff/ officers?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) On the basis of the options being exercised by them, the staff are being considered for alternative categories.

Late running of Calcutta-Bombay Mail

4010. DR. SHRIKANT RAMCHANDRA JICHKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the dates during the last one year on which the Howrah-Bombay Mail reach Bombay VT late and the corresponding time of delay;

(b) the dates with respect to the above when the said train started late from Nagpur; and

(c) what steps are being taken to control this chronic illness of frequent delays of this train on the Nagpur Bombay sector?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

Delevopment of Wagon Fleets

4011. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have taken steps to save Rs. 1,600 crore in the current financial year by reducing the operational ratio along with innovative deployment of wagon fleet and improve capital assets reliability;

(b) if so, whether any long-drawn programme in this regard has been prepared by Government;

(c) whether as a part of its aggressive marketing drive the Raiways have expanded the scope of the Container Corporation of India and directed it to only less than a wagon load brought in collaboration with the private sector; and

(d) what steps are being taken by Government by which the saving is achieved.'

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Efforts to devise ways and means for achieving economy in Railways working are an ongoing exercise on the Railways. One of the long term. Corporate Plan objectives of the Railways is a 15 % reduction in cost of transport by 2(XX)AD. Amongst others, the strategies being adopted are, improvement in productivity and reliability of assets; technology upgradation; investment optimisation through need-based procurement of rolling stock, reducing-fuel consumption; material costs; etc. As a consequence, the operating ratio is expected to improve from 89.5% at the beginning of the VIIIth Plan to 85.4% in the current year. A two point improvement in the operating ratio will mean a saving of about Rs. 4(X) crores.

Efficiency of rolling stock utilisation is also being improved which in turn will result in lower requirement of rolling stock like wagons and coaches. The savings in investment due to this will be sizable. It is difficult to quantify the savings at this stage.

(c) There is no shift in the basic objectives of the Container Coprporation of India Ltd. (CONCOR). CONCOR has been concentrating on movement of both less-than-wagon and wagon-load traffic by rail. It is also assiting the Railways in moving rekeload traffic.

(d) Planned introduction of modern rolling stock including manufacture of 3 tier AC sleeper coach, higher capacity wagons, high-horse power locomotives, main-line ENU and DMU services, mechanised maintenance of track, need-based procurement of rolling stock and gauge conversion are some of the steps being taken to achieve economy in expenditure and consequently lower operating ratio.

Construction of Railway Lines/Projects in Haryana

4012. SHRI S. S. SURJEWALA: Will the Minister of RA1LWAYS be pleased to state:

(a) whether it is a fact that the State of Haryana is being neglected in regard to the construction/approval of new Railway projects/Railway lines;

(b) if so, the names of the cities/towns remained unconnected with the Railway lines; and